GRUMMAN
plane news

Vol. 42, No. 5, March 11, 1983. Bethpage, N.Y. 11714

Pressing program. *Joe Komp pulls one of the parts he just pressed for the C-2A Reprocurement Program. Under this multi-year contract – the first major one issued by the Navy – the service will get 39 C-2As for the price of what 35 would have cost in five annualized contracts. See story on page 3.*

Circle these April dates

20 The sixth annual meeting of the Grumman Political Action Committee will take place on Wednesday, April 20, in Plant 4, Hangar No. 3, at 4:30 p.m. Federal election laws are specific about allowing only PAC members to attend such meetings. PAC members will be receiving a letter concerning the annual meeting in the mail shortly.

21 The annual meeting of Grumman shareholders is slated for Thursday, April 21, at 2 p.m. in Plant 4. Proxy statements will be mailed to Grumman Employee Investment Plan members in the near future. See article on page 2.

24 Grummanites are invited to join thousands of fellow Long Islanders at this year's March of Dimes' WalkAmerica. The event takes place on Sunday, April 24. Additional information can be found on page 2.

Atlantis wing prepped for ocean voyage

-pg. 5

WalkAmerica 1983

Dust off your sneakers and get your sponsors

For the third year in a row, Grummanites will take part in the national event that helps raise funds for the fight against birth defects: the March of Dimes WalkAmerica.

The 1983 WalkAmerica takes place on Sunday, April 24. On Long Island, there will be two walks — one in Nassau County and one in Suffolk.

Last year, over 600 Grummanites helped raise $88,000 for the March of Dimes — more than double the number of walkers and donations in 1981.

Come join the team

Entry forms and sponsor sheets are now available at all Employee Services (ES) offices. While you are there, pick up a few forms for your friends and relatives. Have them walk along with you that Sunday. If you can't persuade them to join you on the trek, ask them to pledge money for every kilometer you complete.

Where does the money go? The March of Dimes, through its programs of research, medical services, and education, is dedicated to fighting birth defects. Birth defects are the number one child health problem in the U.S., affecting 250,000 babies each year and some 15 million Americans of all ages. Through its hundreds of grants to leading institutions and medical centers across the nation, March of Dimes plays a major role in finding causes, developing treatments, and preventing birth defects.

WalkAmerica funds benefit local communities directly. Funds raised support community-based health services, such as perinatal clinics and intensive care nurseries. Through TeamWalk, Grummanites can join the fight to save babies and give America's future generations the best start in life.

Take your pick

There will be two WalkAmericas on Long Island this year. Both start at 8 a.m. The Nassau County walk starts out at Eisenhower Park in East Meadow; the Suffolk County event begins at Hauppauge High School. Both courses are 25 kilometers (cut from last year's 30 kilometer walk).

Walking tall. *Last year, over 600 Grummanites participated in WalkAmerica.*

Soccer challenge

Between training treks for this year's WalkAmerica, rest your weary feet, get a bargain and help the March of Dimes while you cheer the Grumman indoor soccer team onto victory.

The team will be playing the first annual Aerospace Challenge Cup match at the Nassau Coliseum on April 5 against Fairchild Republic. The game will be held before the regular MISL Arrows-Steamers game.

For each ticket you buy — $4.50 for $6 seats — the Arrows will donate 50 cents to the March of Dimes.

Tickets are available at Grumman Recreation, Plant 28A.

Summer jobs

Summer employment application forms for daughters and sons of Grummanites are available at all Employee Services (ES) offices and in the Plant 28 Employment office.

Those seeking summer employment must be active, full-time students who have completed at least one year of college by summer '83, are not graduating this June, and are continuing their education full-time in the fall toward a bachelor's degree.

This year's program will run a minimum of eight weeks and a maximum of 10 weeks between May 31 and September 2.

Summer positions are limited. Selections are based on the years of company service of the parent, student interest, and availability of job openings.

Deadline for submitting applications is Friday, April 8. If you have any questions or need more information about the program call Peter Portanova, Ext. 0683 or Joseph Sousa, Ext. 2120.

calendar

AIAA: Thurs., March 24, Antun's, Hicksville, 5:30 p.m. L.I. Section. Guest speaker will be Lou Hemmerdinger of Grumman Aerospace. Guests welcome. S. Winkler, Ext. 4279

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Great River meetings: every Wednesday, 4-5 p.m. T. Connolly, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759, C. Robb, Ext. 117-7038

American Production & Inventory Control Society: Tues., March 22, Musicaro's Melville, 7 p.m. dinner, 8 p.m. speaker. Guest speaker will be Norman Heilweil. Guests welcome. N. Heilweil, Ext. 2250

American Society of Mechanical Engineers: Wed., March 16, New York Institute of Technology, Glen Head, 7 p.m. Tour of the Robotics Lab. Guest speaker will be Professor Ed Kafriffen of New York Institute of Technology. RSVP by March 15. E. Lee, Ext. 9730

C.B.I. Vets Association: Tues., March 29, Recreation bldg., 5 p.m. Guests welcome. R. Fong, Ext. 2484/W. Pytlowany, Ext. 8587

Coin Club: (Bethpage) Wed., March 23, 12:05 p.m., conference rooms, Plant 25. Informal lunchtime meeting. Grumman employees welcome. K. Hale, Ext. 1825

Computer Club: 1st and 3rd Mondays of each month, Recreation bldg.,- 5 p.m. Computer demo/Lectures for beginners and advanced. Guests welcome. P. Frumkin, Ext. 5134/J. Hayne, Ext. 4945

Fencing Club: every Wed., Recreation bldg., 4:30 to 6:30. Free instructions. Guests welcome. P. Chaldaris, Ext. 3486/J. Hayne, Ext. 4945

French Club: Tues., March 22, 108 N. Windhorst Dr., Bethpage, 5:30 p.m. Discussion and planning of trip to southern France. Guests welcome. M. Mirpuri, Ext. 3895

GACE Flying Club: Mon., March 21, Cosmopolitan at Republic Airport, 5:15 p.m. Regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 4847

Grumman Disabled American Vets Club: Wed., March 16, Plant 3 cafeteria, 4 p.m. Business meeting. All disabled vets welcome. T. Melia, Ext 4750

Institute of Environmental Sciences: Thurs., March 17, Antun's Hicksville, 6 p.m. cocktails, 7 p.m. dinner, 8 p.m. speaker. Guest speaker will be Mr. Martin Plotkin. Guests welcome. N. Arcas, Ext. 5786

Ski Club: Tues., March 15, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Society of Manufacturing Engineers: Fri., March 18, Woodbury Country Club, Woodbury, 8 p.m., dinner. V. Pavlik, Ext. 8737/3412

Time to sign up

The annual meeting of Grumman shareholders is scheduled for 2 p.m. on Thursday, April 21, in Plant 4. Starting March 18, Bankers Trust Company, agent of the trustees for the Grumman Employee Investment Plan, will begin mailing Plan members proxy statements and confidential cards for voting at the annual meeting, says Bob Bradshaw, Grumman Corporation secretary.

Employees are asked to return the completed cards by April 11 to Bankers Trust Company in the self-addressed, postage-paid envelopes that will accompany the proxy statements.

Because Grumman shares obtained through the Investment Plan are held in trust for each individual member, being a Plan member does not automatically entitle participants to attend the annual meeting, says Bradshaw. Only those persons owning shares of record — that is, shares purchased outside the Investment Plan prior to the record date of March 3, 1983, are eligible to attend.

Grumman personnel who own company shares as of the record date (March 3, 1983) and who wish to attend the meeting should pre-register at any office of Employee Services before April 15. (*Do not hand in proxy card to ESO. Mail in return envelope provided.)*

Piece of the action. *Howie Van Cott Jr. of Drop Hammer in Plant 2 punches out one of the many Greyhound parts.*

Greyhound update

C-2 production line gears up

The Greyhound is off and running. The first parts for the construction of the 39 carrier-on-board delivery (COD) C-2A Greyhounds are now being produced.

On target

"As of now, all phases of the program are at or ahead of the schedule we set," says Harvey Fromer, the C-2A Reprocurement program director. "We're looking forward to the signing of the definitive multiyear contract for the 39 aircraft later this month."

Grumman's C-2A is the logistics lifeline to carrier battle groups at sea. Nineteen were built for the Navy in the mid-60's to succeed Grumman's C-1A Trader, the first dedicated COD aircraft, which was a derivative of the S-2 Tracker anti-submarine warfare aircraft. There are still over 30 C-1As in service. The Navy plans to retire all of them by 1985.

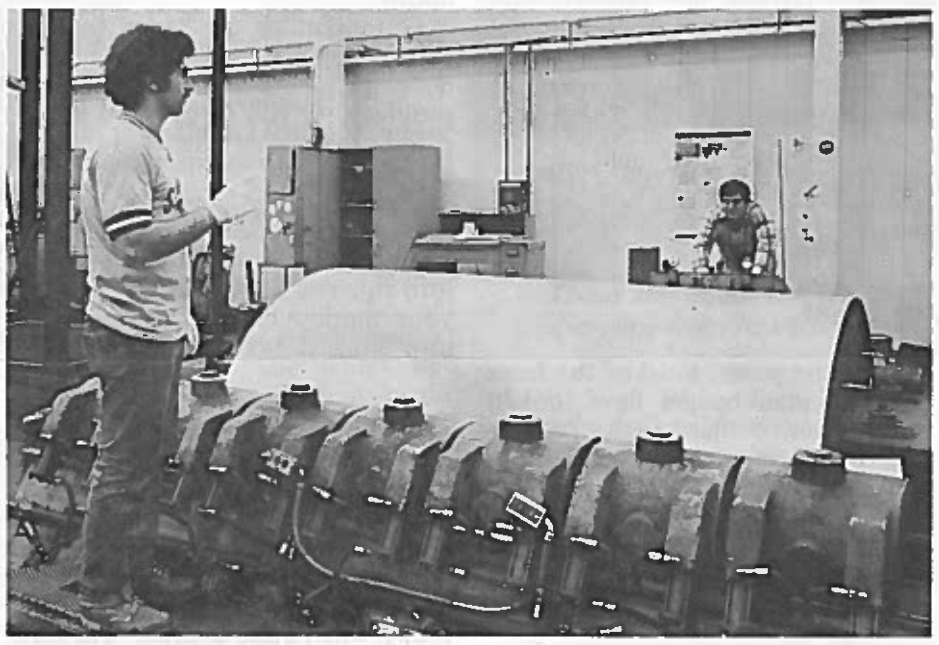
The first C-2A parts — machined parts for the Greyhound's loading ramps — were made in December. Production of many of the detail parts common to both the C-2A and the E-2C Hawkeye have just been put into production. These were built under the advanced procurement contract signed by the Navy and Grumman in February of last year.

Team effort

At present, all Grumman-built parts being made for the Greyhounds are being turned out at Bethpage. But other Grumman facilities will be getting into the act soon, according to Bob Burtis, program manager — Operations.

Milledgeville will turn out its first parts for the reprocurement program around April. Grumman Houston, which will make the nacelles and landing gear doors from Bethpage-supplied kits, and Great River, which will fabricate the electric cables, will start production in the second quarter of this year.

Grummanites in Stuart will start working on the wings in April of next year.



Shaping up. *Another of the many places where parts will be made for the C-2As is Plant 3's Stretch department, where John Filippelli (L) and Bob Anello work. The first C-2A will be delivered in early 1985.*

EIP meeting set for Mar. 24

The annual meeting of the Grumman Employee Investment Plan is scheduled for Thursday, March 24. All plan members are invited to attend the meeting which starts at 5 p.m. in the Plant 28A auditorium.

Fiduciary Trust Company, Bankers Trust Company and the Aetna Insurance Company will be represented at the meeting. Those who will not be able to attend the annual meeting will be able to read a summary of it in PLANE NEWS.

Blood program: a family affair

The Grumman Blood Program hopes to make donations a family affair this year.

Blood use on Long Island this year is expected to be about 700 pints a day. In spite of the tremendous Grumman donation last year — over 6,000 pints — there is still a great shortage. To try to help overcome this shortage, Grumman's goal this year is 8,000 pints. The added support of Grumman family members, it is hoped, will significantly reduce that shortage.

To make the donation process convenient, four locations have been chosen for these family drives. They are in Melville, Mineola, Patchogue and Rockville Centre.

To sign up for this program, fill out the coupon below and mail it to the Grumman Blood Donor Program, Mail Stop B37-02, Bethpage, New York 11714, or call the Blood Donor Program office, (575)-8920.

Everyone who signs up for the program will be notified by mail or phone of the date and time to give blood.

Blood donor registration

Name _____

Address _____

City/State/Zip _____

Telephone _____

Month: ☐ June ☐ July ☐ August

Location: ☐ Patchogue ☐ Melville ☐ Mineola ☐ Rockville Center

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Fond farewell

Norine Lyons is the new editor of *Grumman World*, the Grumman Corporation publication for employees and retirees. She leaves her post as *Plane News* editor this issue. Her office is located in Corporate Headquarters; she can be reached on Ext. 3720.

The new *Plane News* editor is Kathy Housley.

The *Plane News* staff joins fellow Grummanites in Grumman Aerospace in wishing Norine well in her new job. We'll miss her wit, quick smile and companionship.

The way it was:

The face is familiar but badges keep changing

Over 142,000 Grummanites have been issued badges since the company's beginnings in 1930. Those badges have been round, rectangular, and metal-edged; they used to have black and white photos. The latest edition shows the world that your eyes are brown, your auburn hair is going a little gray at the temples, and that you own at least one memorable necktie.

The living-color badge is the sixth style change for the Grumman ID, and about 90 percent of the people in the company now have them. Many Grummanites are wondering what to do with their service anniversary pins now because the new badge doesn't have those little round holes.

Hole in none

The little holes on the old badge actually represented your permanent number. They were intended for logging in work as the badge was inserted into a special terminal. The new badges sport a magnetic stripe on the back for use with a computer-based cost-tracking system. At present, the system is being used only by manufacturing areas.

What's your number?

The very early badges had the Grummanite's permanent number on the front. As the company grew, a two-digit number became a status symbol of sorts — and there grew the misconception that a low number merited special privileges. Because of that, the permanent number was moved to the back; names and faces received the emphasis instead.

Those who were here during the Fifties will remember that their fingerprints were on the back of their badges, too: that practice was dropped by 1968. Grumman Historian Herman "Schoney" Schonenberg remembers that the badges with the inverted chevrons down the sides — circa 1955 — were exactly the right thickness for setting the distributor points on your car.

A general re-badging is done, for security reasons, every 15 years or so. "It's always a big job," says Security Officer Joe Oliveri, who has been involved with several re-badging efforts in his 33 years with the company. "We've taken care of just about everyone on the East coast by now. Grummanites on the West coast — Pt. Mugu, Whidbey Island, Miramar — will be re-badged next."

Say cheese

Over the years, most of the faces on Grumman badges have looked pretty grim. Millard Inglee of Corporate Security figures people simply find it difficult to sit there, smiling pointlessly.

"We tell them it's okay to smile, but most of them don't. They feel it's unnatural or affected to do so," says Inglee.

What happens if the picture is really terrible?

"Some people just don't photograph well." says Inglee. "But if they're very unhappy with it, we tell them to come back when all the re-badging has been done and we'll take it over again. After all, the idea is to get people to wear their badges — and they'll be reluctant to do so if they can't stand the photo."

Grummanites are urged to wear their badges, face out, on their outer garments while on company property. If you forget your badge, a temporary one can be issued to you at the gate.

If your badge is missing for one week, a new one will be issued for a fee of $5. Should the lost badge turn up, you can turn it in and get your money back . . . no matter how long it takes you to find it.

Take your time

"There was a man who worked here years and years ago; his name was Adam and I don't remember his last name," says Oliveri. "He used to take care of the executive lobby when Jake Swirbul was here.

"Adam lost his badge and paid for a replacement shortly before he was to retire. Twelve years later he found it and came here to turn it in.

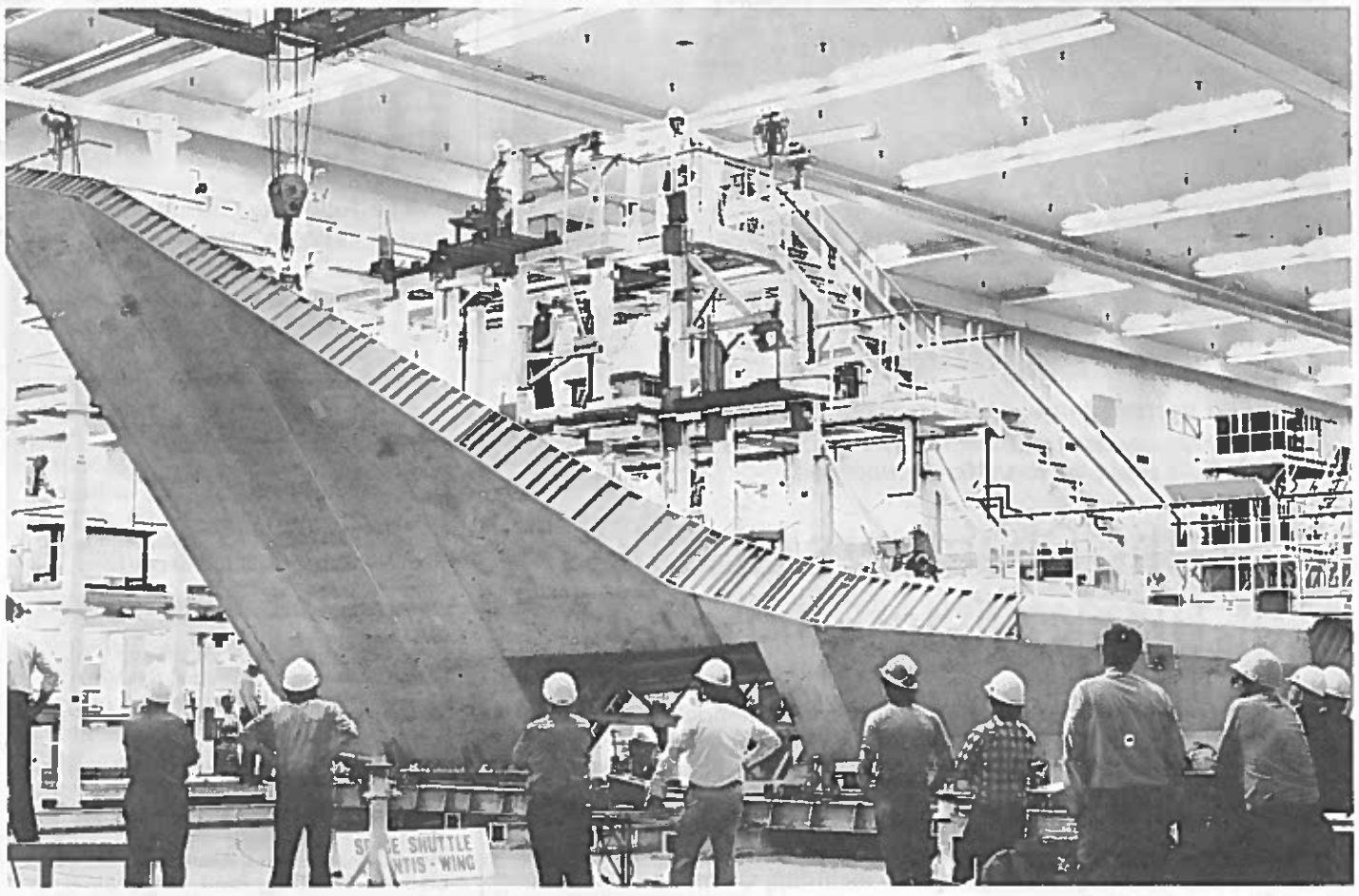
"We gave him his money back."

Take a number, get in line. *In 1956, Plant 2 Grummanites got on line to be fingerprinted and photographed for their new badges.*

It's a snap. *Sign over photographer Lee Harper's head says, 'You can smile' and Sal Catalano of Final Assembly manages a grin in this 1956 photo.*

Atlantis shuttle wing nears completion

BETHPAGE, N.Y., February 17, 1983 — Except for the creaking of the overhead crane, it's oddly quiet in the Plant 5 clean room. Scores of Grummanites stand behind the roped barrier to watch the "laydown" of the last shuttle wing.



There she goes! *On Thursday, February 17, it took only nine minutes to lower the Shuttle Atlantis' massive wing from its vertical tooling fixture. (Photos by Larry van Wallendael)*

Laydown success

It takes only nine minutes to lower the Shuttle *Atlantis'* massive wing from its vertical tooling fixture. The nine minute laydown is a record, but not for the books. It just shows that the Grumman Shuttle Wing team has got the procedure down to a science.

Better than ever

"This is our fifth set of wings we've built for NASA," says Jerry Goldmacher, program director. "It's also our last set, but I don't doubt that before too long, we'll be under contract to build another shipset of wings."

The first three shipsets were built for development craft: the *Enterprise*, the *Challenger*, and *Columbia*. The two production wing shipsets — for *Discovery* and *Atlantis* — benefit from a changed internal structure. The use of composites and other weight-saving techniques lighten the wings by about 800 pounds. Both *Atlantis* and *Discovery* are designated for use by the U.S. Air Force.

The 25-man Shuttle wing crew will finish up the work on the *Atlantis* wing by mid-May. The wing will then be shipped via the Panama Canal to Rockwell's Palmdale, California facility. As the work nears completion, the team will gradually be disbanded.

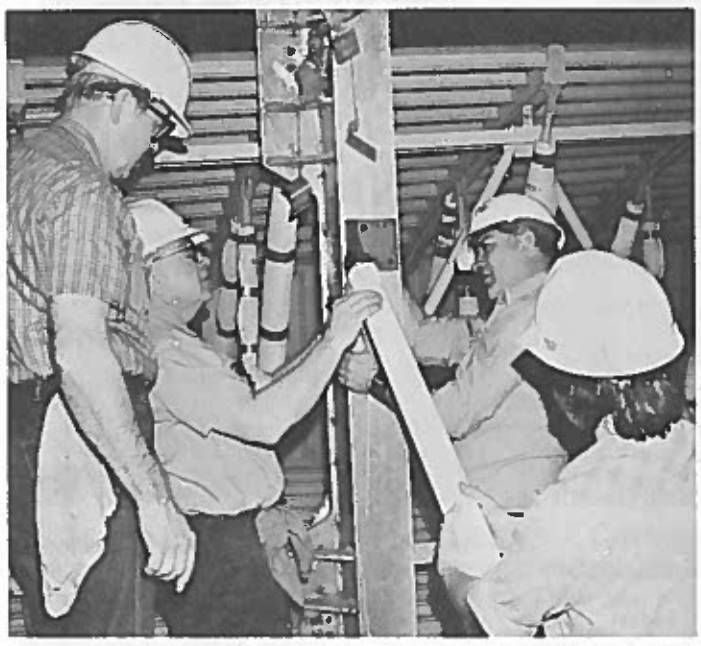
"We are very fortunate at Grumman because the company is a multi-commitment operation," says Goldmacher. "The skills found on this Shuttle Wing Program are very desirable in other programs. We always have a place to put our people. But, hopefully, when I get additional produrement of wings, I'll try to get the same skilled people back."

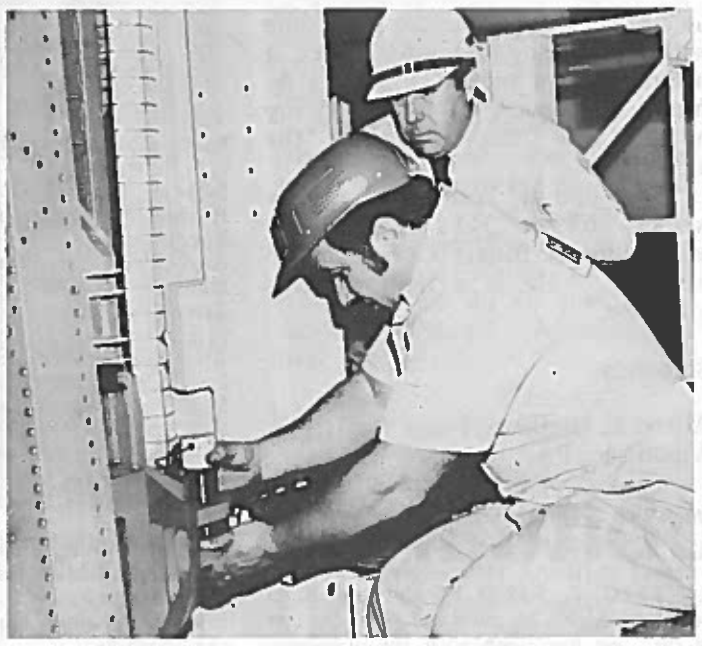
Once the wing is laid to rest securely on the horizontal fixtures, the shuttle wing team takes a well-deserved coffee break. It's 10 o'clock. The spectators have left. Talk turns to the future.

"I really hope we get the go-ahead for OV-105," says Skip Scudieri, foreman, final Assembly/Shuttle. "We've got a great group of guys here. A lot of us have worked on the program since the beginning."

One such Grummanite is John Walker, senior leadman. "It's an exciting program, and I'm proud to be part of it. The Shuttle is only in its early stages; it's something our children can look forward to."

Joe Cannazzaro also feels that he's taking part in making history. To him, the Shuttle program is a "super asset" for the country, the aerospace industry and the company.





Goodbye glances. *One last time, Grummanites had a shuttle wing laydown in the Plant 5 Clean Room. After laydown (Photo L, from L) Ed Brandis, Henry Dorner, Angelo Moscato and Matthew Podbielski installed a fixture needed to complete construction of the wing. (Photo R) Before laydown, Joe Cannizzarro (front) and Al Grenci pulled pins which locked the wing in its vertical position. This wing, for the shuttle* Atlantis, *was the last one Grumman Aerospace was contracted to build.*

'A good bunch'

Dressed in a light blue jumpsuit with Grumman embroidered on the back. he glances over to his teammates. "A good bunch of mechanics have built something that Grumman can be proud of. Their teamwork shows up in the workmanship that is put into this wing and all the others."

Leadman Dick Guarino, agrees whole-heartedly. "It's not just a one-person job here. It's a total team effort. Everyone helps each other. We put out a Class A product."

Command performance. *More than 300 people turned out to hear Rear Admiral Lawrence Chambers, NAVAIR vice-commander, speak at NAVPRO's Black History Month luncheon.*

Adm. Chambers speaks at Black History luncheon

Rear Admiral Lawrence Chambers, vice commander of the Naval Air Systems Command, was the guest of honor at the Black History Month luncheon, sponsored by NAVPRO (Naval Plant Representative's Office).

Captain Roy Buehler, the Naval Plant Representative here at Grumman, introduced the admiral as the "archetype of the successful naval officer." Over 300 people — including Grumman Chairman Jack Bierwirth and Grumman Aerospace President George Skurla — listened to the guest of honor speak on national defense. "We're not going to survive by appeasement," the admiral told attendees. "We're not going to lay down and watch the other guy build missile after missile . . . ."

As the naval aviator, Admiral Chambers has flown many Grumman aircraft including the F6-F Hellcat, the F8-F Bearcat and the F9-F Cougar. "You make some of the best damn aircraft in the world," he said.

After the admiral's address, Jean Esquerre spoke about the contributions of Blacks throughout American history. Esquerre is a member of the Grumman Aerospace board of directors and is co-director of the Opportunity Development Department.

letters

Todd Gitlitz

Recently, I met an employee of Grumman in a very unusual way.

Not long ago, we enjoyed dinner with friends at Peter's Pier 4 restaurant in Stuart. I was the host but when it came time to pay, I didn't have my wallet. I suddenly exclaimed that I had probably left it at my Twin Lakes home. Luckily, my wife and guests had enough money with them to pay the bill.

When I arrived home, I looked for my wallet. . . but no wallet. I knew then that I had lost it and was in big trouble. It contained all my credit cards, license, etc., and a large sum of money. What a shock!

Just about this time, I received a telephone call and the caller stated he had found my wallet.

An hour later, around 10 p.m., he brought the wallet to my home with the money and cards intact. I offered him a reward which he refused. However, we all sat in my home and talked about the experience.

His name is Todd Gitlitz. He works on the F-14 aft section assembly [at Stuart Operations in Florida]. He is a man of high integrity.

Sincerely,

Alfred L. Hedland
Wiconisco, PA.

obituaries

SAVERIO V. RIZZI of Methods Engineering A/C, Pl. 35, died Feb. 8 at the age of 60. He had been with the company since 1966 and resided at 75 Split Rock Rd., Syosset.

CHARLES WOHLFARTH of Technical Requirement, Pl. 40, died Feb. 11 at the age of 63. He had been with the company since 1948 and his address was P.O. Box 521, Sayville.

service milestones

The following Grummanites celebrated service anniversaries last month.

20

Richard Catalano, Prog. Matl. Mgmt. (40)
Frank V. Prisco, ILS RF/Servo/Elec. TPS Eng. (40)
Jack Pantano, ILS Mech. Equip. Eng. (40)
Gerard A. Morris, ILS Ops. Supp. (40)
Joel L. Glicksman, Thermal Sys. (40)
James S. King, Reliability (40)
William R. Burset, Sys. Dev. & Integ. Proj. Mgt. (40)
Norman Naps, Prog. Eng. Managers M/S (40)
Henry H. Bontempi, Config. Data Mgmt. (40)
Joseph Cudia, Maint-Rearrangement (44)
Leslie H. Kindberg, Prod. M/S & Shop (77)
Arthur G. Tomlinson, Engineering (267)
Louis J. Geneve, ILS Supply Ops. Mgmt. (269)
Ronald E. Strickland, Field Admin. & Liaison (275)
Robert A. Pflueger, Log. Servs. (294)
Alfred A. Kirmes, Aircraft Avionic Sys. (294)
Richard W. Lundgren, Environ. Control Des. (563)
John R. Ebert, Corp. Instr. Ground Test (563)

15

Patricia A. Mullings, Prog. Matl. Mgmt. (1)
Peter A. Eckstein, ILS Dig. TPS Eng. (1)
Herbert A. Schaefer, ILS Equip. Des. Eng. (1)
Joseph C. Kaczetow, Cust. Supp. Reqts. Mgt. (1)
Joseph A. Venetucci, Prog. Mgmt F-14A (1)
Alfred C. Hamilton, Prototype (2)
Louis Cavallo, Mfg. Est. Adv. Prj. (2)
Marie Ott, Assy. Methods (2)
William G. Walaitis, Mfg. Sys/DOC (2)
Theodore H. Adams Jr., Indust. Eng. (2)
Michael Kelly, Cutter Grinder (2)
Frank W. Maier, Honeycomb Core Details (3)
Joseph T. Miller, Final Assy. (3)
Richard H. Hachemeister, Mach. Op-Tech. Serv. (3)
Bruce D. Bindner, Maint. Indust. Cntrl. (3)
Frank J. Budny, Q.C. Insp-Elect. (4)
Richard M. Robinson, Presentations Servs. (5)
Dennis H. Gensinger, Operations (5)
Frederick M. Ganz, Adv. Aircraft Sys. (5)
Harold W. McCasland, Corp. Instr. Ground Test (5)
Douglas H. Sherrard, Corp. Instr. Ground Test (5)
Stanford L. Sibley, Corp. Plnng. Cntrl & Budg. (5)
Dougles H. Rennie, Corp. Plnng. Cntrl & Budg. (5)
Hazel L. Mascara, Resources M/S (5)
Kenneth N. Voegelin Jr., Maint-Rearrangement (6)
Ruth E. Branch, Maint-Facil. Equip & Gen. (6)
Benjamin W. Jazombek, Maint-Facil. Equip & Gen. (6)
Elmer H. Bigham, Engines (6)
Alfio Lazzaro, Fluids (6)
Henry B. Womack, Structures (6)
Gerald E. Lehecka, Cal. Estimating (6)
Richard L. Norton, Indust. Eng. (6)
William C. McNeil, Resources (7)
George C. Pavelek, Flight Ops. (7)
Douglas G. Haviland, Flt. Dev. Ops. (7)
Richard G. Pinney, Flt. Ops. Insp. (7)
William J. Rogers, Elect. Test (8)
John C. Lemanczyk, Software Sys. Proj. Mgt. (14)
Lois M. Savage, ILS Secretarial Serv. (15)
William H. Eberle, Raw Matl. Ops. (17)
Arthur J. Berger, ILS Resource Cntrl. (25)
Leo Vedners, Struct. Des. (25)
Joseph F. Clarke, Qual. Eng. (25)
James T. Bayruns, Config. Data Mgmt. (25)
Ronald L. Thuma, P.F. & P M/S (30)
Philip H. Johnson, Invent. Plan & Anal. (30)
Lydia A. Hood, Gen. Commod. (30)
Robert J. Ptacek, Maint. Admin. (30)
Eleanor Lombardo, Property Acct. (30)
Charles P. Kerns, ILS Tech. Servs. (35)
Richard S. Thorsen, Pwr. Pl. Des. (35)
Richard J. Herbermann, Avionics Des. M/S (35)
Barbara A. Lisa, Fin. Op/Secretaries (35)
Dorothy L. Hecht, Funct. & Proj. Admin. (35)
Clement S. Kleinmann, Corp. Proced. (35)
Alfred J. Ruggio, ILS Dig. TPS Eng. (40)
Dominick S. Puglisi, ILS Tech. Servs. (40)
Ronald L. Cardillo, ILS Equip. Des. Eng. (40)
Kenneth Wilcockson, Envir. Cntrl. Des. (40)
Samuel T. Mackey, Sys. Cost/Perform Anal. (40)
Charles J. Dorchak, Electronic Countermeas. (40)
Robert H. Lind. Est. Resources (40)
William E. Gunther, Avionics Sys. Test-Temp. (43)
Joseph C. Baumann, Prod. Cntrl. (43)
John C. Stadelmann, Methods Eng-GSE (43)
Hughston E. Lowder, Mgmt/Staff (56)
Robert H. Duff, Mgmt/Staff (56)
Louis Evans, Machine Shop (56)
John E. Higgs Jr., Machine Shop (56)
James W. Washington, Sub-Assy. (66)
Bernard L. Horn, Qual. Cntrl. (77)
Jack Edwards Jr., Avionics (77)
Thomas D. Llewellyn, Aircraft Avionic Sys. (279)
Martin Lachow, Integration (287)
Charles R. Cochran, Air Frame Sys. (294)

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The March 25 issue will feature this month's anniversarians.

scorecard

Varsity roster set

The final tally is in. Arleen Schwemmer, Maureen Croes, Ernestine Colter and Pat Ogilvie will defend Grumman's title in the 1983 L.I. Industrial Bowling Tournament.

Team captain Schwemmer led the field of 36 varsity hopefuls during the roll-offs. She finished the 12-game trials with a total pinfall of 2,184 — for an average of 182.

Croes, last year's captain, completed the competition with 2,138 total pinfall and a 178 average. Finishing in third place was newcomer Ernestine Colter. She had a pinfall of 2,073 and a 172 average during the trials. Fourth place went to Ogilvie who knocked down 2,069 pins.

Other Grummanites who made the 10-woman team this year were Kathy Hasselbach, Evelyn Gerdon, Marie Buttacavoli, Linda Wolff, Rita Mathia and Jeannie Razzini.

The women's varsity will be going after its 21th Long Island title on April 9, 16, and 23, at the Syosset Lanes.

It's official

Ken Smith Jr., finished as the top qualifier in the 1983 Men's roll-offs for the Grumman varsity bowling team.

Though he was outbowled 602 - 581 by Frank Tucholski, Smith still finished the five rounds 294 pins ahead of second place finisher Tucholski.

Ed Gabriel, last year's top qualifier, finished just two pins back of Tucholski.

Smith, by finishing first, earns the title of captain of this year's team. The other two men on the starting five are Ed Eng and Jack Nielsen.

Also named to the 10-man squad this year are rookie Alan Stundis, Neil Napolitano, rookie Jeff Pecht, Dave Evans and John Ebron.

Runners-up

Smith and Tucholski teamed up with Maureen Croes and Arleen Schwemmer of the women's varsity team for the first individual match of the varsity bowling season, the Pan Am mixed held on February 26. The Grummanites finished second.

Night Owl golf

Here's something for Grummanites who work evenings while most everyone else is cutting Zs: a new Night Owl golf league is being formed. The league will meet to play its matches on Mondays at 7:30 a.m. at Bethpage State Park.

To join, call Bill Gilbertson, Ext. 7179 after 3 p.m., or Mike Cherry of Recreation, Ext. 2133. Interested golfers are invited to an organizational meeting at 2 p.m. on March 16 in Plant 28A.

Serving up prizes. *Bill Trillo (fourth, L), Calverton's deputy general manager — Product Operations, congratulates the 1982-83 Calverton volleyball champs, the Skyhookers. They had a 25-0 season record and knocked off second place finishers the Stingers in the playoff finals. The champs are (from L): Dave Edwards, Rick Smith, Charles Williams, captain Bruce Haughie, Bill Shields, Roger Lamm and Andy Lunn. (Team members Karl MacDonald and John Rustmann missed the photo session.)*

Hizzoner's prize

Recreation has tickets for the annual Mayor's Trophy game between the N.Y. Mets and Yankees. This year the game will be held at Shea Stadium on April 21. To reserve your seats drop by Plant 28A or call Recreation, Ext. 2133.

Cool tee time

There they were, all dressed in ski vests, sweaters and wool caps, at the River Bend Golf and Country Club in New Bern, North Carolina.

The occasion was the first Grumman-Cherry Point Golf Tournament, held on January 21.

Brad Clark had the low gross score of the event and Bob Bridges carded the low net score. Low Calloway trophy went to Max McDonald.

Rink action

The Grumman varsity hockey team had European American Bank overdrawn and looking for the loan of a goal as their hockey business drew to a close at Cantiague Park in Hicksville on February 10. Unfortunately for Grumman, EAB came up with their final payment of the night and tied the game at three all with just a minute and a half left. The game ended without either team making a profit.

Due to some cancellations at Nassau Coliseum, the Tomcats had to reschedule their final games there. You'll be able to see the Tomcats play on Coliseum ice on March 29 (8:30 p.m.), March 30 (6 p.m.) and April 1 (6 p.m.). Admission is free.

Eyeing perfection

The varsity pistol team has its sights on a perfect season. Team captain George Capua says he doesn't remember another team firing an undefeated season in his years with the team. With two matches to go, the varsity may give the league something to remember.

The team took its 10th match in the 12 match season when they beat the Brentwood Sportsmen's Club by a 97 point margin.

Whitey Northridge had a near perfect 291 score to lead the Grumman shooters. Tony Scesny had a 283, Dave Rice fired a 273 and Ron Trenkner added 267 points for a 1114 Grumman total.

Don't forget

The date for the Great River Flower Show hadn't been set when *Plane News* published the list of Bethpage flower show dates. Now it is. Great Riverites should have their garden goodies in peak form for August 25.

Join the best

The Grumman women's varsity softball team is planning its 1983 season and you could be a part of it. Tryouts will be held on the following Mondays and Thursdays in April: 4, 7, 11, 14, 18, 21, 25, and 28. About all the equipment you'll need to bring is a glove and the determination to make this championship team. Call Al Grillo, Ext. 2856, for information.

It's a stitch

Recreation is offering a 10-hour sewing course taught by an expert from the Simplicity Pattern Company.

Classes will be two hours long, once a week, and are limited to 10 people per class. The cost is $35 per student.

The first class starts March 29 at 5 p.m. in Plant 28A.

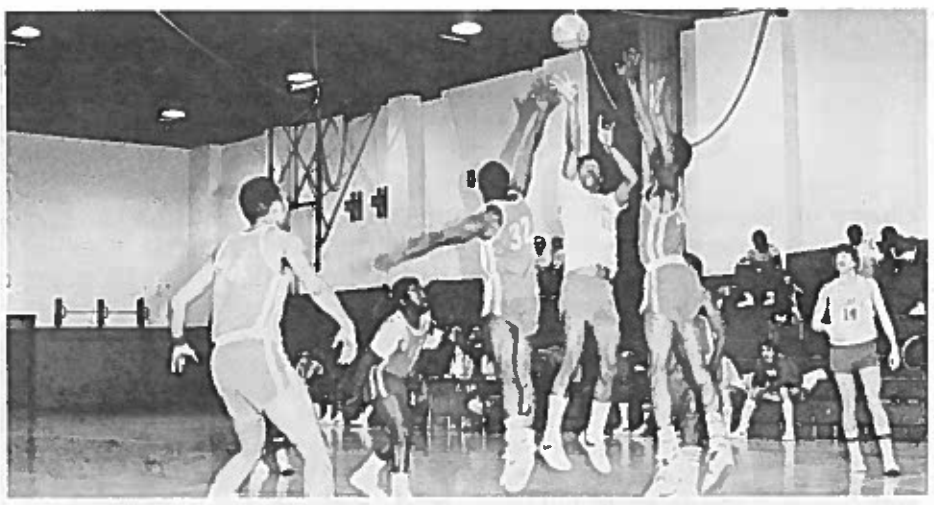
Registration is first come, first served; additional classes will be scheduled as required.

To join, call Recreation, Ext. 2133. Payment is due the first night of class. Make checks payable to Grumman Recreation.

Quick pitch

The after-hours softball league will hold an organizational meeting on Tuesday, March 29, at 4:30 p.m. in Plant 28A. All managers must attend or send a representative. Each team rep will have to present a temporary roster and indicate whether they want to play on Monday, Tuesday or Wednesday evenings.

There will be organizational meetings for all the other leagues in early April. *Plane News* will publish the list of dates in the March 25 issue. In the meantime managers, get your team ready.



Airborne. *Grumman's Nate Kelly goes for two points with Paul Knoph watching the arc of the shot.*

Hoopsters driving in Glen Cove playoff

The Grumman varsity basketball team put together a pair of victories to finish second in the Glen Cove league with a 10-4 record. The varsity went on to win another to move into the semi-finals of the league's playoffs.

Though it was hard to tell from the score in the game against Schweber Electric on February 21, "We played a very deliberate game," coach Ron Knight explained. He was, however, quick to add that the team shot exceptionally well in beating Schweber, 126-73. "It was the best game we ever played," said Knight.

Six Grummanites finished in double figures: Columbus Poole, 38 points; Rich Washington, 20; Terry Mitchell, 21; Julius Longshore and Nate Kelly, 14 each; and Tom Walker, 12.

On the 24th of the month, Grumman beat Friends' Faculty, 90-60. Mitchell led the Grummanites with 24 points. Poole had 19, Walker had 16 and Washington had 12. Point guard Mike Kennedy was injured in the game, however, and will be lost to the team for the rest of the season.

The team wasn't very happy with its performance in the first Glen Cove playoff game against a team called SWP.

Though four Grummanites shot in double figures in the 85-63 Grumman win, SWP forced the varsity to turn the ball over 22 times.

The Grumman team did put on quite a performance against IBM in a February 22 Industrial League game. Hitting 22 of 28 from the foul line, the Grummanites bested IBM by 20 points, 118-98.

Mitchell and Poole combined for more than half of the Tomcats' total. Mitchell popped in 42 points and pulled down 14 rebounds, while Poole hit for 37 points.

Sign up now for racquetball

Racquetball players, mark your calendars. The fourth annual Grumman Racquetball Tournament will be held on April 9 and 10. The place is the Royal Racquetball Courts on Middle Country Road in Coram. Only full-time employees may enter this tournament.

Remember to eat your Wheaties and stock up on carbohydrates, because this tournament takes place over the April 9-10 weekend. Games begin around 9 a.m. and end about 7 p.m. Singles play precedes doubles competition.

The entry fee for one division is $20; it's $25 to play in both singles and doubles. Entry fee must accompany your entry form when you sign up. Don't mail cash; make all checks payable to Royal Racquetball. The deadline for entry is Wednesday, March 23.

Here's what you get for playing: a shot at first or second place trophies, and awards for third and fourth place finishes, refreshments, balls, T-shirts, court fees and a guarantee of playing two matches.

If you won a division title last year, you must move up to the next division for 1983.

In doubles competition, each team must enter the highest division of one of the partners. Entrants may play in only one doubles division.

Entrants will be able to get their starting times by calling Royal Racquetball on or after April 4 at (516) 732-5500. Players will have to check in at the courts one half hour before their start times.

Racquetball Tournament

Your name _____

Mail stop _____ Ext. _____

Men's Division

Singles' division: ☐ A ☐ B ☐ C ☐ Novice

Doubles' division: ☐ A ☐ B ☐ C

Women's Division

Singles: ☐ Advanced ☐ Intermediate ☐ Novice

Doubles: ☐ Advanced ☐ Intermediate

Partner's name _____ Ext. _____

Mail to: A01-28A

GRUMMAN plane news

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